

## Coast Guard, DHS

## § 111.70-5

(c) The motor disconnecting means must be an externally operable switch or circuit breaker.

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28281, June 4, 1996; 62 FR 23909, May 1, 1997; USCG-2003-16630, 73 FR 65199, Oct. 31, 2008; USCG-2013-0671, 78 FR 60153, Sept. 30, 2013]

### § 111.70-3 Motor controllers and motor-control centers.

(a) *General.* The enclosure for each motor controller or motor-control center must meet either NEMA ICS 2 and NEMA ICS 2.3, or Table 5 of IEC 60092-201 (all three standards incorporated by reference; see 46 CFR 110.10-1), as appropriate, for the location where it is installed. In addition, each such enclosure in a hazardous location must meet subpart 111.105 of this part. NEMA ICS 2.4 (incorporated by reference; see 46 CFR 110.10-1) provides guidance on the differences between devices meeting NEMA and those meeting IEC for motor service.

(b) *Low-voltage release.* Each motor controller for a fire pump, elevator, steering gear, or auxiliary that is vital to the vessel's propulsion system, except a motor controller for a vital propulsion auxiliary which can be restarted from a central control station, must have low-voltage release if automatic restart after a voltage failure or its resumption to operation is not hazardous. If automatic restart is hazardous, the motor controller must have low-voltage protection. Motor controllers for other motors must not have low-voltage release unless the starting current and the short-time sustained current of the additional low-voltage release load is within the capacity of one ship's service generator. Automatic sequential starting of low-voltage release controllers is acceptable to meet this paragraph.

(c) *Low-voltage protection.* Each motor controller must have low-voltage protection, except for the following motor controllers:

(1) A motor controller that has low-voltage release under paragraph (b) of this section.

(2) A motor controller for a motor of less than 2 horsepower (1.5 kW).

(d) *Identification of controllers.* (1) Each motor controller and motor con-

trol center must be marked externally with the following information:

(i) Manufacturer's name or identification.

(ii) Voltage.

(iii) Number of phases.

(iv) Current.

(v) kW (Horsepower).

(vi) Identification of motor being controlled.

(vii) Current rating of trip setting.

(2) Each controller must be provided with heat durable and permanent elementary wiring/schematic diagrams of the controller located on the door interior.

[CGD 94-108, 61 FR 28281, June 4, 1996; 61 FR 33045, June 26, 1996, as amended by USCG-2003-16630, 73 FR 65199, Oct. 31, 2008; USCG-2013-0671, 78 FR 60153, Sept. 30, 2013]

### § 111.70-5 Heater circuits.

(a) If an enclosure for a motor, master switch, or other equipment has an electric heater inside the enclosure that is energized from a separate circuit, the heater circuit must be disconnected from its source of potential by a disconnect device independent of the enclosure containing the heater. The heater disconnecting device must be adjacent to the equipment disconnecting device. A fixed sign, warning the operator to open both devices, must be on the enclosure of the equipment disconnect device, except as in paragraph (b) of this section.

(b) If the location of the enclosure for a motor, master switch, or other equipment for deck machinery is remote from the motor and controller disconnect device, a sign must be fixed to the enclosure if the disconnect arrangement required by paragraph (a) of this section is not used. The sign must warn the operator of the presence of two sources of potential within the enclosure and show the location of the heater circuit disconnect device.

(c) Electric heaters installed within motor controllers and energized from a separate circuit must be disconnected in the same manner as required by paragraph (a) of this section or by § 111.70-7(d).

[CGD 74-125A, 47 FR 15236, Apr. 8, 1982, as amended by CGD 94-108, 61 FR 28282, June 4, 1996]